IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A clutch device ~~(10)~~ for an automatic transmission ~~(22, 24, 36, 44)~~, comprising:

(a) a clutch drum ~~(16)~~ supporting frictional coupling elements ~~(12, 14)~~ on an inner circumferential surface thereof,

(b) a clutch piston ~~(18)~~ disposed radially outwardly of the clutch drum, and

(c) a rotary speed sensor ~~(84)~~ disposed radially outwardly of the clutch piston and operable to detect a rotating speed of the clutch piston, ~~characterized in that~~ wherein:

said clutch piston ~~(18)~~ has an inner spline ~~(82)~~ for engagement with an outer spline ~~(72)~~ of said clutch drum ~~(16)~~ to prevent relative rotation between said clutch piston and said clutch drum; and

said clutch piston further has a plurality of recesses ~~(86)~~ formed in an outer circumferential surface thereof and corresponding to respective teeth of said inner spline ~~(82)~~, and a plurality of oil holes ~~(80)~~ formed therethrough at an axial position of the clutch device at which said rotary speed sensor ~~(84)~~ is located, said recesses ~~(86)~~ and said oil holes ~~(80)~~ being equally spaced apart from each other in a circumferential direction of said clutch piston, and cooperating to provide a sensed portion to be sensed by said rotary speed sensor.

Claim 2 (Currently Amended): The clutch device according to claim 1, wherein said clutch drum ~~(16)~~ has an inner spline ~~(70)~~ formed on an inner circumferential surface thereof for engagement with said frictional coupling elements ~~(12, 14)~~ so as to prevent relative rotation between said clutch drum and said frictional coupling elements, as well as said outer spline ~~(72)~~ which is formed on an outer circumferential surface thereof and which corresponds to said inner spline ~~(70)~~ of said clutch drum,

and wherein said plurality of recesses ~~(86)~~ and said oil holes ~~(80)~~ of said clutch piston ~~(18)~~ are aligned with respective recesses ~~(72a)~~ of said outer spline ~~(72)~~ of said clutch drum in said circumferential direction.

Claim 3 (Currently Amended): The clutch device according to claim 1 ~~or 2~~, wherein each tooth of said inner spline ~~(82)~~ has a large-height axial portion ~~(82a)~~ formed in a first axial portion thereof, and a small-height axial portion ~~(82b)~~ formed in a second axial portion thereof and having a smaller height than said large-height axial portion.

Claim 4 (Currently Amended): The clutch device according to ~~any one of claims 1-3~~ claim 1, wherein said clutch drum ~~(16)~~ has a plurality of oil holes ~~(78)~~ formed therethrough, and each of said oil holes ~~(80)~~ of said clutch piston ~~(18)~~ is located between two adjacent ones of said plurality of oil holes ~~(78)~~ of said clutch drum ~~(16)~~ in said circumferential direction.

Claim 5 (Currently Amended): The clutch device according to ~~any one of claims 1-4~~ claim 1, wherein said frictional coupling devices ~~(12, 14)~~ include a first group of frictional coupling elements ~~(12)~~ having a plurality of friction plates ~~(32)~~ supported by said clutch drum ~~(16)~~, and a second group of frictional coupling elements ~~(14)~~ having a plurality of friction plates ~~(38)~~ supported by said clutch drum, said first group of frictional coupling elements being located in a first axial portion of said clutch drum in which said oil holes ~~(80)~~ and said rotary speed sensor ~~(84)~~ are located, while said second group of frictional coupling elements being located in a second axial portion of said clutch drum which is spaced from said first axial portion in an axial direction of said clutch drum.

Claim 6 (Currently Amended): The clutch device according to claim 5, wherein said oil holes ~~(80)~~ located in said first axial portion of said clutch drum function as a first group of oil holes, and said clutch piston further has a second group of oil holes ~~(88)~~ located in said second axial portion.

Claim 7 (Currently Amended): The clutch device according to claim 5, further comprising a first clutch hub ~~(36)~~ and a second clutch hub ~~(42)~~ which are disposed radially inwardly of said clutch drum ~~(16)~~ and which are spaced apart from each other in said axial direction of said clutch drum, and wherein said first group of frictional coupling elements ~~(12)~~ further has a plurality of friction plates ~~(34)~~ supported by said first clutch hub, and said second group of frictional coupling elements ~~(14)~~ further has a plurality of friction plates ~~(40)~~ supported by said second clutch hub,

and wherein the friction plates ~~(32)~~ of said first group of frictional coupling elements ~~(12)~~ supported by said clutch drum ~~(16)~~ and the friction plates ~~(34)~~ of said first group of frictional coupling elements supported by said first clutch hub ~~(36)~~ are alternately arranged in said axial direction of said clutch drum, while the friction plates ~~(38)~~ of said second group of frictional coupling elements ~~(14)~~ supported by said clutch drum and the friction plates ~~(40)~~ of said second group of frictional coupling elements supported by said second clutch hub ~~(42)~~ are alternately arranged in said axial direction of said clutch drum.

Claim 8 (Currently Amended): The clutch device according to claim 7, wherein said automatic transmission ~~(22, 24, 36, 44)~~ includes a ring gear ~~(36)~~ which functions as said first clutch hub.

Claim 9 (Currently Amended): The clutch device according to claim 7 ~~or 8~~, wherein said automatic transmission ~~(22, 24, 36, 44)~~ includes a sun gear ~~(44)~~, and said second clutch hub ~~(42)~~ is fixed to said sun gear, for rotation with said sun gear.